

**Listing of Claims:**

Claim 1 (Cancelled)

Claim 2 (previously presented): A method in accordance with claim 10, further comprising the step of:

detecting that the secondary data represents an abnormal condition.

Claim 3 (previously presented): A method in accordance with claim 10, further comprising the step of:

detecting that the secondary data has a value comprising a predetermined alarm condition.

Claim 4 (Cancelled)

Claim 5 (previously presented): A method of presenting a combination of multiple types of data relating to at least one of environmental, aircraft flight, situational awareness, aircraft operation and aircraft systems status on a single display for ease of viewing of the presented data by a user of the aircraft, the method comprising:

identifying, among the multiple types of data, high importance primary data for presentation on the display;

identifying, among the multiple types of data, secondary data of lesser importance than the primary data for presentation of the secondary data on the display;

presenting the primary data on the display at a first brightness level appropriate for facilitating attention to and ease of viewing of the primary data on the display by the user;

presenting the secondary data on the display at a second brightness level predeterminately less than the first brightness level and suitable for viewing of the secondary data on the display by the user;

detecting that the user is manually entering a new value of the secondary data requiring user attention to the secondary data on the display; and

changing the brightness level of the secondary data on the display from the second brightness level to the first brightness level in response to said detecting that the user is manually entering the new value of the secondary data, and returning the changed brightness level of the secondary data from the first brightness level to the second brightness level a predetermined time interval after said detecting that the user is manually entering the new value of the secondary data.

Claim 6 (previously presented): A method in accordance with claim 5, wherein said secondary brightness level is approximately one-half said first brightness level.

Claim 7 (Cancelled)

Claim 8 (previously presented): A method of presenting a combination of multiple types of data relating to at least one of environmental, aircraft flight, situational awareness, aircraft operation and aircraft systems status on a single display for ease of viewing of the presented data by a user of the aircraft, the method comprising:

identifying, among the multiple types of data, high importance primary data for presentation on the display;

identifying, among the multiple types of data, secondary data of lesser importance than the primary data for presentation of the secondary data on the display;

presenting the primary data on the display at a first brightness level appropriate for facilitating attention to and ease of viewing of the primary data on the display by the user;

presenting the secondary data on the display at a second brightness level predeterminately less than the first brightness level and suitable for viewing of the secondary data on the display by the user;

detecting user operation of a control operable for initiating a change in the secondary data brightness level on the display from the second brightness level to the first brightness level requiring user attention to the secondary data on the display; and

changing the brightness level of the secondary data on the display from the second brightness level to the first brightness level in response to said detecting of the user operation of the control, and returning the changed brightness level of the secondary data from

the first brightness level to the second brightness level a predetermined time interval after said detecting of the user operation of the control.

Claim 9 (Cancelled)

Claim 10 (previously presented): A method of presenting a combination of multiple types of data relating to at least one of environmental, aircraft flight, situational awareness, aircraft operation and aircraft systems status on a single touch sensitive display screen for ease of viewing of the presented data by a user of the aircraft, the method comprising:

identifying, among the multiple types of data, high importance primary data for presentation on the display;

identifying, among the multiple types of data, secondary data of lesser importance than the primary data for presentation of the secondary data on the display;

presenting the primary data on the display at a first brightness level appropriate for facilitating attention to and ease of viewing of the primary data on the display by the user;

presenting the secondary data on the display at a second brightness level predeterminately less than the first brightness level and suitable for viewing of the secondary data on the display by the user;

detecting user contact with the display screen in a region of the display screen at which the secondary data is presented on the display requiring user attention to the secondary data on the display; and

changing the brightness level of the secondary data on the display from the second brightness level to the first brightness level in response to said detecting of the user contact with the display screen, and returning the changed brightness level of the secondary data from the first brightness level to the second brightness level a predetermined time interval after said detecting of the user contact with the display screen.

Claim 11 (previously presented): A method in accordance with claim 5, wherein said presenting of the primary data comprises presenting the primary data in a central portion of the display, and said presenting of the secondary data comprises presenting the secondary data in a peripheral portion of the display peripherally about said central portion.

Claim 12 (previously presented): A method in accordance with claim 5, wherein the primary data comprises primary flight information for use in flying the aircraft.

Claim 13 (Cancelled)

Claim 14 (Cancelled)

Claim 15 (previously presented): An aircraft instrumentation display system in accordance with claim 18, wherein at least one of the detector and the display controller is further operable to detect an abnormal condition of the secondary data.

Claim 16 (previously presented): An aircraft instrumentation display system in accordance with claim 18, wherein at least one of the detector and the display controller is further operable to detect a value of the secondary data denoting a predetermined alarm condition.

Claim 17 (Cancelled)

Claim 18. (previously presented): An aircraft instrumentation display system for presenting a combination of multiple types of data relating to at least one of environmental, aircraft flight, situational awareness, aircraft operation and aircraft systems status on a single display for ease of viewing of the presented data by a user of the aircraft, said system comprising:

- a flat panel display screen;

- a display controller connected to the display screen and operable for receiving data to be imaged on the display screen and for rendering the received data to create graphically-implemented images representing the received data on the display screen, said display controller being further operable for:

- presenting received data identified, from among the multiple types of data, as high importance primary data on the display screen at a first brightness level appropriate for facilitating attention to and ease of viewing of the primary data on the display screen by the user,

- presenting received data identified, from the among the multiple types of data, as secondary data of lesser importance than the primary data on the display

screen at a second brightness level predeterminately less than the first brightness level and suitable for viewing of the secondary data on the display screen by the user, and

changing the brightness level at which the secondary data is presented on the display screen from the second brightness level to the first brightness level in response to detection of manual entry by the user of a new value of the secondary data requiring user attention to the secondary data imaged on the display screen, and returning the changed brightness level of the secondary data from the first brightness level to the second brightness level a predetermined time interval after the manual entry by the user of the new value of the secondary data; and

a detector connected to the display controller for detecting the manual entry by the user of the new value of the secondary data requiring user attention to the secondary data imaged on the display screen.

Claim 19 (Cancelled)

Claim 20 (previously presented): An aircraft instrumentation display system for presenting a combination of multiple types of data relating to at least one of environmental, aircraft flight, situational awareness, aircraft operation and aircraft systems status on a single display for ease of viewing of the presented data by a user of the aircraft, said system comprising:

a flat panel display screen; and

a display controller connected to the display screen and operable for receiving data to be imaged on the display screen and for rendering the received data to create graphically-implemented images representing the received data on the display screen, said display controller being further operable for:

presenting received data identified, from among the multiple types of data, as high importance primary data on the display screen at a first brightness level appropriate for facilitating attention to and ease of viewing of the primary data on the display screen by the user,

presenting received data identified, from among the multiple types of data, as secondary data of lesser importance than the primary data on the display screen at a second brightness level predeterminately less than the first brightness level and suitable for viewing of the secondary data on the display screen by the user, and

changing the brightness level at which the secondary data is presented on the display screen from the second brightness level to the first brightness level in response to detection of

user operation of a control operable for initiating a change in the secondary data brightness level on the display screen from the second brightness level to the first brightness level requiring user attention to the secondary data imaged on the display screen, and returning the changed brightness level of the secondary data from the first brightness level to the second brightness level a predetermined time interval after the manual entry by the user operation of the control; and



a detector connected to the display controller for detecting user operation of a control operable for initiating a change in the secondary data brightness level on the display screen from the second brightness level to the first brightness level requiring user attention to the secondary data imaged on the display screen.

Claim 21 (previously presented): An aircraft instrumentation display system in accordance with claim 18, wherein said display screen further comprises a touch-sensitive display screen, and wherein the manual entry by the user of the new value of the secondary data is performed by contacting the display screen in a region of the display screen at which the secondary data is presented on the display.

Claim 22 (previously presented): A method in accordance with claim 8, wherein said secondary brightness level is approximately one-half said first brightness level.

Claim 23 (previously presented): A method in accordance with claim 10, wherein said secondary brightness level is approximately one-half said first brightness level.

Claim 24 (previously presented): A method in accordance with claim 8, wherein said presenting of the primary data comprises presenting the primary data in a central portion of the display, and said presenting of the secondary data comprises presenting the secondary data in a peripheral portion of the display peripherally about said central portion.

Claim 25 (previously presented): A method in accordance with claim 10, wherein said presenting of the primary data comprises presenting the primary data in a central portion of the display, and said presenting of the secondary data comprises presenting the secondary data in a peripheral portion of the display peripherally about said central portion.

Claim 26 (previously presented): A method in accordance with claim 8, wherein the primary data comprises primary flight information for use in flying the aircraft.

Claim 27 (previously presented): A method in accordance with claim 10, wherein the primary data comprises primary flight information for use in flying the aircraft.

Claim 28 (Cancelled)

Claim 29 (Cancelled)

Claim 30 (Cancelled)

Claim 31 (Cancelled)

Claim 32. (Cancelled)

Claim 33 (Cancelled)